



# *Aviation Management Council*

Attn: Pat Moore, Executive Secretary  
3833 South Development Avenue  
Boise, Idaho 83705



## Aviation Management Council Meeting June 22, 1999

Present were AMC members Pat Kelly (Chairman) and Elmer Hurd; Aviation Operations Oversight team members Lynn Findley, Mick McCurry, Bob Martin, and Gordon Harris; Business Management Oversight team members Mike Martin and Rich Denker; committee members Jon Rollens, J.P. Johnston, Tory Majors; Secretary Pat Moore.

The agenda was discussed with a few items to be added at the end of the meeting.

### 1. Report from Operations Oversight Team (Mick McCurry, Chairman):

A. SASEB: Submitting draft charter for approval. Revised the existing charter to reflect who they work for, how membership is assigned, etc. The Operations Oversight Team has no problem with the draft charter. The signature block will be revised to read, Chairman, Aviation Management Council. The charter can be marked "recommended" by the Operations Oversight Team, but it should be signed by the AMC Chair.

Signature for the charters was discussed. The AMC approves the oversight teams, the oversight teams approve sub-committees.

The Annual Work Plan for SASEB was presented. Elmer and Pat Kelly will read the charter, discuss and sign. SASEB is to be commended for becoming proactive and taking on problems we have been trying to solve in the field.

B. IHops: Have subcommittees identified, their charters are signed, and issues identified. IHops has submitted their annual work plan. Pat and Elmer will review it, discuss and sign. The charter will be revised and submitted for signature. The law enforcement subcommittee is getting organized and beginning work. The animal capture subcommittee is also organizing.

C. SEAT Board: The Charter was submitted along with the annual work plan. This Board was discussed in depth. It should be separate from the IATB, but parallel. To link well, both need to change their charters to reflect the fact that the Chairperson of IATB and SEAT Board, plus one more member from each Board, will be an advisory member to the other board. The Annual Work Plan for the SEAT Board will be completed and submitted for approval and signature.

D. IATB: Have had three teleconference Board meetings this year. The existing charter makes it hard for some tank and gating systems to be approved. The criteria should be modified. Section 1 of the charter needs changes. Procurement will be done through Rich Denker's shop. A couple of subcommittees were formed to deal with corrosion and the S-2 turbine program. The IATB Annual Work Plan will be completed and submitted for approval and signature.

FireHawk was discussed. Because we will probably have to contend with Fire Hawk in the future, we need to begin dealing with it now. The aircraft will be available to the states with no availability cost. What should we do now to be in a good position to deal with Fire Hawk if it comes on board in the next few years? What kind of strategy should we take on the various elements of implementing Fire Hawk? Pat Kelly will get Dennis Pendleton's thoughts on this. Dennis is the liaison with the military. The Operations Oversight Team will help task a strategy in cooperation with Dennis.

## 2. Report from Business Management Oversight Team

A. IRM: The Website is complete. Minutes for AMC as well as the Oversight Teams and committees can be added.

Combining the OAS 23 and the FS-122 was discussed. There are problems with the database being updated and Y2K compliant. Pat Kelly will talk to Mike Funston about completing the work on the database. Funding has been provided and the work needs to be done. We would like the database up and running for testing next year. The Business Management Oversight Team will provide ideas at the next meeting as to how this work should be accomplished. Tory will bring this issue forward at the next Incident Business Practices Working Team meeting.

Coordination of the OAS IRM modernization plan with the FS to work for efficiencies is ongoing. Progress is being made on involving FS and DOI customers in redesigning the OAS source list.

Planned future activities are due September 1.

B. Finance: Surcharge recommendations will be made in September with the objective of eliminating the surcharge by October 1.

C. Acquisition: Completed 001, 005, 008. Issued solicitation for joint CWN medium/heavy helicopter contract and a majority of solicitations have been awarded. Aviation contracting officer training has been completed. OAS has the lead re: large transport aircraft contract. The FS has made no decision on reducing aircraft yet. NICC is doing a study on the mix of aircraft needed. Planned future activities: joint commercial services procurement (sharing FS CWN and OAS ARA); some work is being done already; smokejumper contract-have not decided on the lead yet. There needs to be a meeting planned for early fall to deal with numbers of aircraft, etc. There is a real opportunity to do more shared contracts.

3. IHOG and the TWT: work is going on with IHOG and the TWT developing training material. It has been noted that the material being developed does not necessarily follow Manual guidance. We should formalize a review process and how the material will be tested against the DOI and FS Departmental Manuals. According to the charter, the AMC is responsible for approving products for field use.
4. Discussion of FS memo on Inspection Process for Type 1 and 2 helicopters: The memos on this program were issued without IRM approval. People are working on a program without instructions because none were developed. Bill Rush is working on getting the program Y2K compliant. Who makes decisions on this program? The application is out in the field but there was no testing before it was sent. It will take a while to make it useful. Until a written guide is done, we will continue to have problems. Training may be an issue. In the interim, DOI will send hard copy data to the FS.
6. Narrowband: Many efforts are going on but in opposite directions. NWCG has approved a one year delay for the fire program in transitioning to narrowband digital radios. Aviation cannot proceed when the necessary radios are not yet available. OAS wrote the Department for a waiver on the requirement and DOI agreed when they found the equipment was not available at this time. FS contracting has backed off on the requirement. Industry needs three to five years to transition to digital equipment. Lynn will talk with the radio shop about this problem. We need an understanding of where we are going and when.
7. Helicopter Bucket Operations video: IHOps steering committee wants to get the video into the cache system. Pat Kelly signed a letter to Cindy Wolf approving the request.

Rappel: A letter is needed stating that the steel barrel-lock caribiner and accordion cargo let-down line bag are mandatory equipment. AMC agreed to adopt this recommendation. They will prepare a letter accepting the proposal and the agencies can put out their memos instructing the field on the changes. Jon will get a draft letter to the AMC for signature. The equipment is in use now and training has been provided.

Helicopter load calculations and down-loads: AMC received a project proposal from Region 4 to eliminate using downloads on helicopter load calculations for select, new generation type III helicopters. Region 4 wants to do BETA tests on several helicopters certified using FAR Part 27. OAS, the Aviation Safety Council and the Operations Oversight Team support the study. The wording in the proposal will be revised. The dates for the study will be amended (from those stated in the draft), it will be made clear that each hosting agency can elect whether they will operate with traditional download or under this exception, (the pilot has the same option), and the requirements for a final report from Region 4 will be included. The Region will need a list of all exceedences they had during the year. Will get signatures as follows: submitted, R-4 Director; recommended, Oversight Team (Mick); approved, AMC (Pat); cover letter for FS to transmit information to the field and for Elmer to get to Interior folks.

Acknowledgment of skills refresher training not being developed: A letter should be sent letting managers know there is no refresher training course at the present. Local units should do as they see fit to get their employees up to date. We will prepare a memo and talk with Hunter Wistrand, the aviation training team Chairman, about development of the refresher training.

8. Caravan: requesting relief from 25 hours, 500 ft. limit, night flight to ½ hour after sunset or before sunrise. Gordon will get all RAO's on board next week. OAS will do a temporary change letter approving the new pilot and night flight hours.
9. Letter to supervisors of IAMS instructors: a letter has been drafted from the steering committee to all supervisors of IAMS instructors asking for their continued support. After discussion, Pat Kelly agreed to sign the letter.
10. TARMS Management Options Team: draft should be out around the first week in July. An information involvement strategy paper will be prepared by Pat Kelly to accompany the draft.
11. The FS has signed direction on Twin Otter operation by the Chief.
12. Annual Planning: the AMC agreed that March and April would be planning months for teams and May through August the time for teams to put together their specific activities. It seems that all the Oversight Teams are working well.
13. The next meeting will be in Boise on Tuesday, September 28, beginning at 9:00 a.m. The major focus of the meeting will be on finalizing activities for next year.